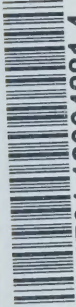


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Canada Agriculture dept Economics branch

PRAIRIE REGIONAL ECONOMIC STUDIES in economic geography
no. 1.

SUPPLEMENT TO

RIVERHURST REGIONAL REPORT

SEPTEMBER 1967



Supplement to the Riverhurst Report

Events subsequent to the completion of the report concerning the Riverhurst Region have prompted a revision of certain of the data contained therein. The principal development in the Riverhurst Region has been the creation of Lake Diefenbaker following the completion of the Gardiner Dam on the South Saskatchewan River north of Elbow and the Qu'Appelle Valley Dam near Bridgeford. The creation of the water storage area impounded by these dams was the responsibility of the Prairie Farm Rehabilitation Administration. The project involved the acquisition of farm land scheduled for inundation by the waters of the reservoir by the P.F.R.A. and the consequent severance of a number of roads in the area to the east of Grainland. This has resulted in the diversion of certain grain deliveries from Elbow to points in the Riverhurst region. A comparison between the map facing page 106 and fig. 38 will reveal this trend. This modification to the regional road network will also influence the delivery diversion patterns which might be expected to evolve in the event of the abandonment of the Grainland spur (see fig. 39). Consequently the delivery point of Bridgeford on the C.P.R. Outlook subdivision would probably receive an increased quantity of grain. Tables 44a and 46a therefore revise the delivery diversions anticipated in tables 44 and 46 in the light of this new situation. The deliveries anticipated in table 46a would result in an average elevator

input-capacity ratio of 6.40 to 1 at Central Butte and 12.31 to 1 at Bridgeford if storage capacity at these points remains at its present level.

The opportunity has also been taken to compute present and potential farm to elevator trucking distances by utilizing the most up to date information available (see Table 51). The commonly accepted farm to elevator trucking cost of .50 cents per bushel-mile has been applied in Table 52, although it should be emphasized that actual costs will necessarily vary according to size of truck, highway conditions, and length of haul. In the absence of any other generally acceptable cost estimate the half-cent per bushel-mile rate is proffered for general guidance rather than as a definitive statement confirmed by adequate research.

A comparison between Tables 27 and 28 in the main text and tables 27a and 28a in the supplement will reveal a continued trend towards farm consolidation in the region. Continuing studies will ultimately permit comparisons to be made with area, provincial, and regional trends in farm consolidation.

Important developments at Riverhurst in 1967 have been the provision of a new larger capacity diesel ferry for the crossing of Lake Diefenbaker and the construction of several homes for the employees concerned. Tourists are now being attracted to the shores of Lake Diefenbaker by the Palisser Regional Park which has been developed approximately one and one-half miles

from Riverhurst. The historical museum at Riverhurst is a further tourist attraction, and in the years to come the provision of services for vacationers might become a significant new function for the village. The Qu'Appelle Arm Provincial Park is also under development to the south east of Elbow and should bring incremental benefits to the communities of Elbow, Bridgeford, and Central Butte.

Public passenger transportation has once again been made available to a part of the region. Authority was granted by the Saskatchewan Highway Traffic Board on June 19, 1967 to Butte Bus Lines Ltd. of Central Butte to operate a daily except Wednesday and Sunday service between Moose Jaw and Kenaston via Marquis, Eyebrow, Central Butte, Bridgeford, Elbow and Loreburn. This service is now in operation.

Table 27a. Farm Size Characteristics, 1966-67 Crop Year*

	No. of farm units	Average farm size (acres)	Median farm size (acres)	Modal farm size (acres)	Maximum farm size (acres)	Minimum farm size (acres)	Range in farm size (acres)
Riverhurst	91	849.47	640.00	320.00	5,920	75	5,845
Gilroy	36	846.36	640.00	640.00	2,400	160	2,240
Lawson	68	947.19	800.00	640.00	4,000	160	3,840
Grainland	17	823.53	640.00	320.00	2,240	160	2,080
Central Butte	66	824.81	800.00	640.00	2,720	160	2,560
Riverhurst Region	278	865.53	640.00	640.00	5,920	75	5,845

*Based on data supplied by the Canadian Wheat Board.

Table 28a. FREQUENCY DISTRIBUTION OF FARM SIZE, 1966-67 CROP YEAR*

Farm size group (acres)	Number of Farm Units					Total
	Riverhurst	Gilroy	Lawson	Grainland	Central Butte	
less than 160	1	0	0	0	0	1
160-319	9	4	1	1	9	24
320-479	20	4	7	4	7	42
480-639	10	4	11	1	5	31
640-799	13	7	12	4	11	47
800-959	5	5	8	0	10	28
960-1119	6	2	4	2	6	20
1120-1279	11	4	6	2	4	27
1280-1439	2	1	7	1	5	16
1440-1599	3	0	4	0	4	11
1600-1759	3	1	4	0	3	11
1760-1919	2	0	1	1	0	4
1920 and over	6	4	3	1	2	16

* Source: Canadian Wheat Board.

Table 29a. LAND TENURE CHARACTERISTICS, 1966-67 CROP YEAR*

	Service Area				
	Riverhurst	Gilroy	Lawson	Grainland	Total
Land owned, acres	51,319	22,600	47,740	8,640	130,299
Land rented, acres	25,982	7,869	16,669	5,360	55,880
Total acreage	77,301	30,469	64,409	14,000	186,179
% rented	33.61	25.83	25.88	38.29	30.01
% owned	66.39	74.17	74.12	61.71	69.99

*Source: Canadian Wheat Board, Delivery Permit Book Applications, 1966.

RIVERHURST REGION TRENDS IN FARM CONSOLIDATION.
Table 50. CROP YEARS 1962-3 and 1966-7.*

Farm Size Category	% of farm units	
	1962-3	1966-7
Less than 320 acres	10.75	8.99
320-639 acres	32.25	26.26
Less than 640 acres	43.00	35.25
640-959 acres	25.41	26.98
960-1279 acres	17.91	16.91
1280 acres and over	13.68	20.86
640 acres and over	57.00	64.75

* Based on data supplied by the Canadian Wheat Board.

Table 51. REVISED FARM TO ELEVATOR TRUCKING DISTANCES.

CROP YEAR 1966-67												IF RAIL SERVICE IS WITHDRAWN											
: - miles -												: - miles -											
SERVICE AREA : Ave.				Med.	Mode	Max.	Min.	Range	: Ave.	Med.	Mode	Max.	Min.	Range									
RIVERHURST	7.93	6.50	5.00	22.50	0.75	21.75	20.20	20.75	22.25	25.10	6.50	18.60											
			6.50						22.75														
									23.75														
GILROY	5.91	5.12	3.75	14.00	2.00	12.00	16.26	16.52	18.25	20.00	9.60	10.40											
LAWSON	7.74	6.38	3.25	18.50	1.50	17.00	12.05	12.00	13.75	20.50	5.60	14.90											
GRAINLAND	5.82	5.37	-	10.00	1.75	8.25	13.51	13.57	-	19.25	6.75	12.50											

Table 52. THEORETICAL FARM TO ELEVATOR DELIVERY COSTS

CROP YEAR 1966-67	SERVICE AREAS			
	RIVERHURST	GILROY	LAWSON	GRAINLAND
AVERAGE DELIVERY 1961-2 - 1965-6 (bushels)	367,821	160,233	337,183	52,603
NUMBER OF FARM UNITS 1966-67	91	36	68	17
AVERAGE DELIVERY PER FARM (bushels)	4,041.98	4,450.91	4,958.57	3,094.41
AVERAGE DELIVERY DISTANCE (miles)	7.93	5.91	7.74	5.82
AVERAGE TRUCKING COST PER FARM ($\frac{1}{2}$ ¢ per bu. mile rate)	\$160.26	\$131.52	\$191.89	\$90.04
GROSS TRUCKING COST - ALL UNITS	\$14,585	\$4,735	\$13,049	\$1,531
IF RAIL SERVICE IS WITHDRAWN				
AVERAGE ANTICIPATED TRUCKING DISTANCE (miles)	20.20	16.26	12.05	13.51
AVERAGE ANTICIPATED TRUCKING COST PER FARM ($\frac{1}{2}$ ¢ per bu. mile rate)	\$408.23	\$361.85	\$298.75	\$209.02
ANTICIPATED GROSS TRUCKING COST - ALL UNITS	\$37,150	\$13,027	\$20,315	\$3,553

Table 44a ANNUAL AVERAGE BUSHEL DIVERSIONS CONTINGENT UPON THE
ABANDONMENT OF UNPROTECTED LINES IN THE RIVERHURST REGION.

PRE-RATIONALIZATION SERVICE AREA	DIVERSION STATIONS	
	BRIDGEFORD C.P.R. :	CENTRAL BUTTE C.N.R.
	- bu. -	- bu. -
RIVERHURST	90,050	274,954
GILROY	50,942	98,392
LAWSON	7,192	330,224
GRAINLAND	54,330	-
TOTAL DIVERSION	202,514	703,570

Bushel diversions based on 1956-65 average crop yields applied to 1966-67 seeded acreage data allowing for a delivery of 66% of crop production and on shortest truck haul between farm and elevator.

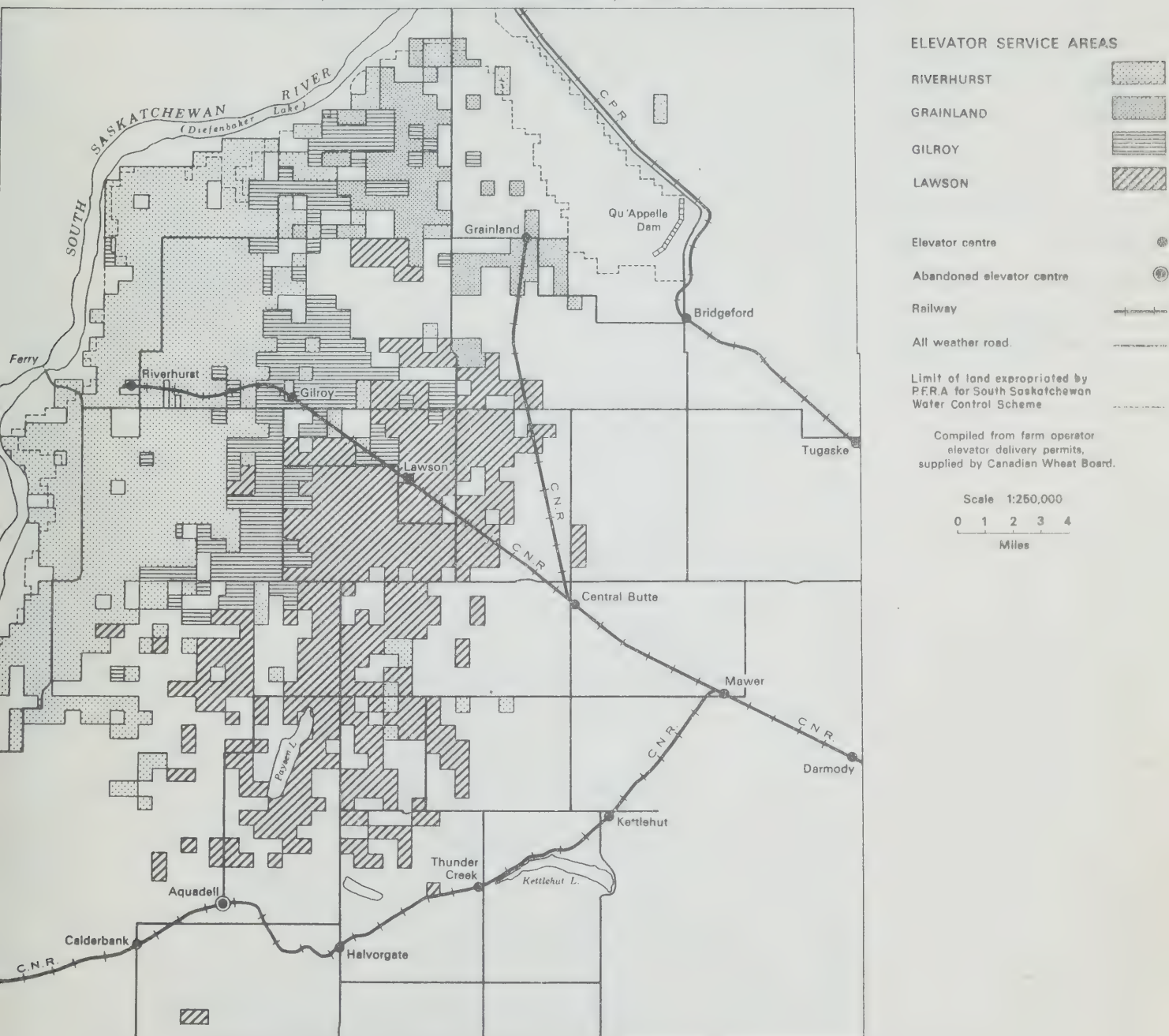
Table 46a ANNUAL AVERAGE ANTICIPATED GRAIN HANDLINGS AT DIVERSION STATIONS CONTINGENT UPON THE ABANDONMENT OF UNPROTECTED LINES IN THE RIVERHURST REGION.
(CORRECTED TO CROP YEAR 1966-67)

	:	:	:	: ANTICIPATED	:
	:	:	:	: AVERAGE	:
	:	:	:	: ANNUAL TOTAL	: ANTICIPATED
	:	:	:	: DELIVERY	: ANNUAL AVERAGE
	:	:	:	: FOLLOWING	: GRAIN CARLOADS**
	:	AVERAGE DELIVERY :	ANTICIPATED	: RATIONALIZA-	: ORIGINATING AT
DIVERSION POINT	:	1956-7 - 1965-6	: DIVERSION	: TION	: DIVERSION POINT
CENTRAL BUTTE C.N.R.	367,274	.	868,768*	1,236,042	632
BRIDGEFORD C.P.R.	129,900		202,514	332,414	162

* Includes 165,198 bushels diverted from stations on the C.N.R. Main Centre Subdivision. See table 45.

*** One carload = 1,955.8 bushels (Average carloading).

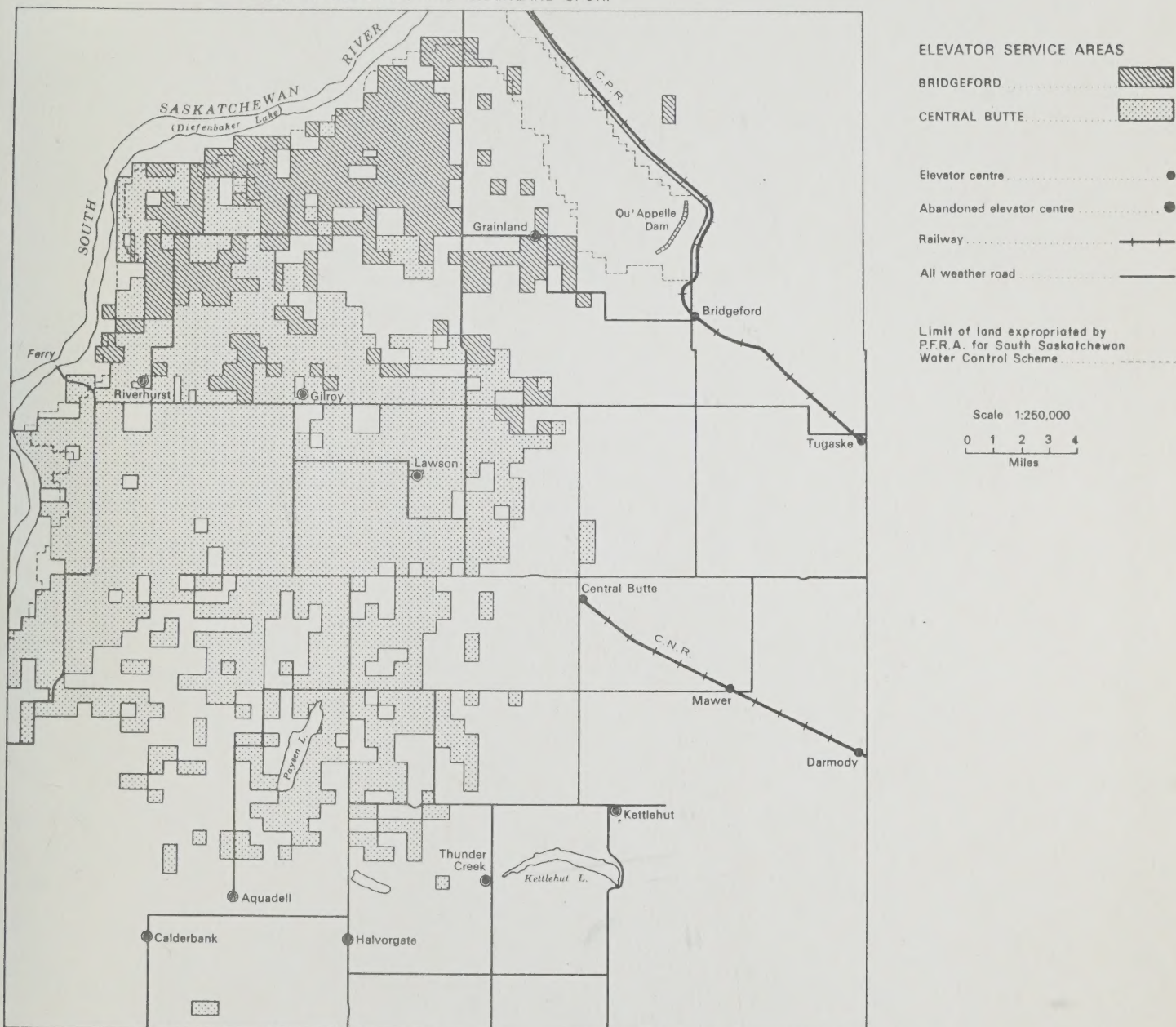
ELEVATOR SERVICE AREAS, 1966-67. RIVERHURST REGION, SASKATCHEWAN.



Produced by the Geographical Branch, Department of Energy, Mines and Resources, 1967.

Figure 38.

THEORETICAL ELEVATOR SERVICE AREAS, RIVERHURST REGION, SASKATCHEWAN.
BASED ON THE ASSUMED ABANDONMENT OF THE C.N.R. RIVERHURST AND MAIN CENTRE
SUBDIVISIONS AND THE GRAINLAND SPUR.



Produced by the Geographical Branch, Department of Energy, Mines and Resources, 1967.

Figure 39

